D 216-8: 27/7

Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND
JULY 1977

RECEIVED
MIAMI UNIVERSITY
LIBRARIES
AUG - 2 1977
DEPOSITORY
DOCUMENTS DEPARTMENT

Looking Forward To the Challenge

In assuming command of the Navy's Military Sealift Command I am most conscious of the fact MSC is a unique organization. It is simultaneously a business—one which operates worldwide with an annual revenue of approximately $1 billion—and a vital operating element of the Navy.

In the past 28 years, MSC members have earned an enviable record for their command. In that same period, nine commanders have preceded me and I am certain that each considered his tour of duty with Military Sealift Command as one of the highlights of his career.

Our "customers," the Army, Navy, Marine Corps and Air Force, are very much aware that the MSC team is made up of professionals who always exert that extra effort necessary for timely and effective accomplishment of their diverse and complex command missions.

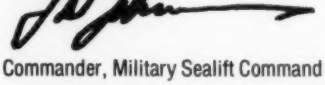
During my tour as commander of the Seventh Fleet Logistic Support Force I had the great privilege of participating in the rapid growth of MSC's fleet support role at a very critical point in our history. My admiration for the complete professionalism and dedication of the ships and men who met the severe challenges of new and often unfamiliar tasks is unbounded. Later, as Deputy Director for Logistics with the Joint Chiefs of Staff, I gained a greater insight into the absolute necessity for effective and responsive sealift.

I also am familiar with the extremely important and unique role performed by the crews of MSC tankers and the ships involved in various types of special project missions.

Obviously, I have only scratched the surface and am very much the new boy in town. I am, therefore, looking forward to meeting with both those who operate MSC ships and those who perform in various ashore specialities to plan, direct and support MSC worldwide operations. To further my understanding of our capabilities and problems I intend to take every opportunity to visit MSC units and ships. I also plan to follow the examples set by my predecessors in encouraging communication both within the command and with the various elements of the maritime industry, the Federal regulatory agencies, and the Department of Defense agencies we support.

As you know, MSC is responsible for providing effective, economical and efficient sea transportation and equally effective performance of non-transportation functions assigned to the command. I look forward with anticipation to working with each member of MSC so that we can continue to fulfull our individual and collective responsibilities in the outstanding manner that has been a hallmark of MSC since it began operation in 1949.

When the time comes for me to relinquish the responsibilities I recently have been assigned, I could think of no more satisfying testimonial than to have it said that MSC and its highly professional sealift team continued "business as usual" during my tour as commander. I am certain that all of you join me in wishing Rear Admiral Sam H. Moore the best of luck in his post-Navy years. Working together, we can continue to maintain the level of operational excellence of which he has been so proud.



Commander, Military Sealift Command

Photo by Dick Moody

COVER: Visual Information Specialist Henry Balloon designed this montage of scenes in Monte Carlo Harbor. Centered are the Soviet hydrographic ship Bellinsgauzen (left) and the USNS Kane, both in port for the annual International Hydrographic Meeting. Story on page 4.

Rear Adm. John D. Johnson, Jr.
Commander, Military Sealift Command

Larry C. Manning
Legislative and Public Affairs Officer

Louis R. Granger
Public Affairs Officer

Louis Panarale
Editor

Henry L. Balloon
Pamela Martin
Graphics

Russ Egnor
Photo

Linda M. Quinones
Contributing Writer

Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXVII No. 7 Washington, D.C. July 1977

Features:

Open House

Kane crewmen and scientists join Soviet counterparts at Monte Carlo.

page 4

RECEIVED
MIAMI UNIVERSITY
LIBRARIES
AUG -2 1977
DEPOSITORY
DOCUMENTS DEPARTMENT

Circumnavigation

Sealift Arabian Sea makes a 38,000-mile voyage around the world.

page 7

New Partnership

Former Defense official calls for new partnership between maritime industry and Defense Department.

page 10

Also:

Chautauquateers — 15

First U.S. Circumnavigation — 19

Sealift, monthly magazine of the U.S. Navy's Military Sealift Command, is published in accordance with Department of the Navy Publications and Printing Regulations (NAVEXOS P-35). Opinions expressed are not necessarily those of the Navy Department. All original material may be reprinted providing credit is given Sealift. Address all correspondence to Legislative and Public Affairs Office, Military Sealift Command, Department of the Navy, Washington, D.C. 20390. Price 75 cents (single copy). Subscription price, $8.20 per year; $2.05 additional for foreign mailing. Also for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

A Soviet technician from the Bellinsgauzen carries away souvenirs from the Kane.

USNS Kane Crew, Scientists Greet Soviets in Monaco

Photos by Dick Moody

Crewmen and scientists from the USNS Kane joined their Russian counterparts at Monte Carlo in April during the annual meeting of the International Hydrographic Organization.

The Soviet government was recently admitted to the 56-year-old IHO and Russians attended the conference for the first time. This was the 11th annual meeting of the 19-nation organization.

Representing the Union of Soviet Socialist Republics was the hydrographic ship Faddej Bellinsgauzen which is roughly the same size as the 285-foot Kane. The two ships were tied up side by side.

During the port visit, Kane Civil Service crewmen and scientists and

Capt. James Ayres, commander of the Naval Oceanographic Office, greets visitors at the Kane gangway. He will become an IHO director in August.

technicians of the Naval Oceanographic Office hosted conference delegates aboard ship. The general public from Monaco and surrounding French Riviera cities also visited the Kane.

Exchange visits between the Kane and Bellinsgauzen gave scientists and crewmen from each ship an opportunity to study each other's facilities and methods for data collection at sea. Hydrographic ships from the Netherlands, Italy, England, France and Spain also made port visits for the meeting.

During the conference Capt. James E. Ayres, commander of the Naval Oceanographic Office, was elected to serve as one of three IHO directors. The organization has its headquarters in the Principality of Monaco. He will take over his new position after Navy retirement in August.

Head of the U.S. delegation was Vice Adm. Shannon D. Cramer, Jr., director of the Defense Mapping Agency.

Master of the Kane is Capt. George Leidiger and the chief

Able-bodied Seaman William Maguire pins a souvenir to the sweater of a young French visitor during open house aboard the Kane.

engineer is James E. Hognestad. Kane is operated by MSC for the Naval Oceanographic Office, the operating element of the Oceanographer of the Navy.

Aboard the Kane for special training in special project operations were U.S. Merchant Marine Academy midshipmen Kathy Metcalf and Martha Grabowski.

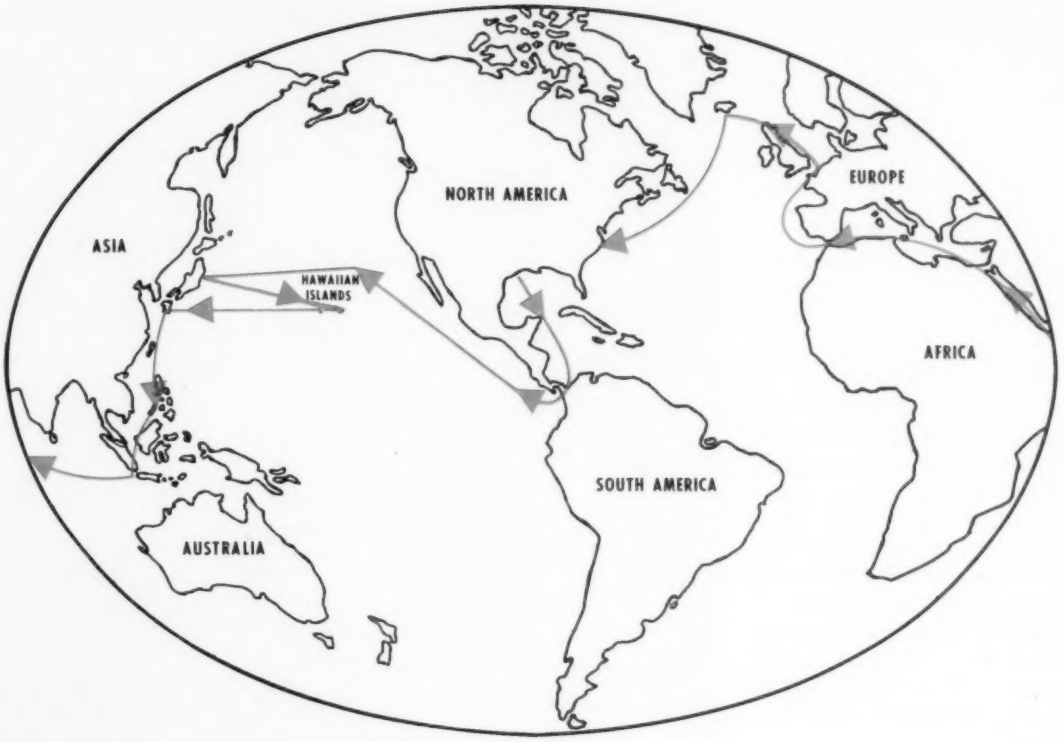
They were aboard for 2½ months between April 2 and June 14 training as deck officers.

Both male and female midshipmen from the academy at Kings Point, N.Y. as well as those from state maritime academies can sail aboard commercial ships and the Civil Service manned ships operated by Military Sealift Command.

These tours help fulfill Coast Guard at-sea-time requirements necessary for the cadets to receive their third officer or third assistant engineer licenses. ⚓

Scientist and translator Jim Covello (right foreground) and exhibit specialist Charles Suit welcome two attractive visitors to the Kane.

Naval Oceanographic Office scientist Jerry Williams (right) explains computerized survey equipment to Soviet officers.



USNS Arabian Sea—Globe-Trotting Tanker

By Louis R. Granger

The old and seedy tramp steamers, a type on which Clark Gable and Humphrey Bogart conducted their nautical adventures, have long since disappeared from the seven seas.

As Hollywood pictured them, many of these small ships were rust buckets, commanded by brutes, owned by misers and operated by crewmen who were mostly drifters, drunks and fugitives.

What was termed the "Golden Age" of tramp shipping came to an end in 1914, wrote Lane C. Kendall, former commercial shipping advisor to Military Sealift Command, in his book, The Business Of Shipping, published in 1973.

When the Golden Age ended, however, "only the near monopoly of sea transportation by the British was really affected," he said. "The utility of the tramp remained, and today a huge tonnage of goods, largely the same bulk commodities that had moved in the pre-1914 period, is still carried by thousands of unadvertised and unglamorous ships that operate on no fixed schedules and have no regular ports of call."

Nearly all of these were foreign-flag ships. At the beginning of 1977 there were only six U.S.-flag dry cargo tramps owned by five companies.

Tramps of the Golden Age were usually less than 8,000 deadweight tons, about 380 feet long and were little more than hollow boxes built to carry bulk cargoes economically. Crew accommodations were stark and utilitarian, exactly what the crew expected.

At the end of the 19th century, when the Golden Age flourished, the rosy-cheeked boy of earlier years who left his New England home to ship a year or two before the mast had been replaced by an industrial worker trapped in the waterfront ghetto ashore or in the sweating steel forecastle of a tramp.

According to novelist William McFee who sailed aboard tramps during the Golden Age, these vessels had no electric lights, no heat, no running water and no bathing facilities. The officers' cabins were

small, and were about as comfortable as cells in a penitentiary.

The tramp ship at the turn of the century, in the process of her wanderings, "often came to look as dirty, as unkept and as much in need of grooming as any tramp ashore," said Kendall. "The ship frequently represented the owner's entire personal wealth, and every penny spent for maintenance meant a penny less in income."

Kendall points out that today's tramp vessel is more sophisticated, much faster than the 10-knot maximum of the older ships, better maintained and more efficiently operated.

"Although the term survives, it should no longer be considered to be descriptive, but rather a word of technical significance in the specialized environment of shipping," he wrote.

Military Sealift Command controls a fleet of what could be called tramp tankers, vessels which are directed from port to port to pick up petroleum products at refineries where the Defense Department has procurement contracts.

Deliveries are made at worldwide terminals that serve the U.S. Armed Forces, but ship schedules are varied and extremely flexible to insure that the petroleum needs of the Army, Navy, Marine Corps and Air Force are met.

One such tanker is the USNS Sealift Arabian Sea which completed a 4½-month, around-the-world voyage earlier this year—traveling nearly 38,000 miles delivering mostly jet and diesel fuels for use by the armed forces.

Between Nov. 10, 1976 and March 30 this year the Arabian Sea stopped at 16 ports, replenished the carrier USS Enterprise with 1,400 gallons of jet fuel while under way in the Indian Ocean, and rescued 23 South Vietnamese from a disabled boat in the South China Sea.

The Arabian Sea is one of nine Sealift class tankers operated for Military Sealift Command by Marine Transport Lines, Inc. of New York. Nine other MSC tankers are contract operated by other commercial companies while three small tankers are Civil Service manned. In addition, MSC has six privately-owned tankers under charter.

These modern-day nomads of the sea travel to ports well off the beaten track of the scheduled liners. Ports, the names of which have inflamed the imaginations of landlubbers and seamen alike for centuries, are common to the merchant seamen who sail the MSC controlled tankers.

MSC tankermen can expect to stop at such ports as Rastanura in Saudi Arabia, a refinery town on the Persian Gulf that is not even listed in the latest edition of the National Geographic Atlas of the World; Chimu Wan, Okinawa; Yumurtalik, Turkey; Piriac and Donges, France, and Bahrain, an independent sheikdom on the Persian Gulf.

The Arabian Sea circumnavigation began in the Gulf of Mexico at Port Arthur, Texas. Her next stop was only 118 miles away at Baytown, Texas where she was loaded with jet fuel. From there Arabian Sea was sailed to Cristobal in the Canal Zone; Naha, and then to Yokosuka, Japan, to discharge cargo.

From Japan the tanker backtracked nearly 4,000 miles to

Sealift Arabian Sea completes a 38,000-mile voyage around the world.

Pearl Harbor to load more jet fuel as well as diesel. That cargo was discharged at Sasebo, Japan; Kaohsiung, Taiwan, and Subic Bay in the Philippines.

After delivering cargo to Subic Bay, the Arabian Sea was enroute to Bahrain for more cargo when the ship came upon a small disabled boat in the South China Sea with 23 Vietnamese aboard.

Arabian Sea Master George Chadbourne, fearing for the safety of the refugees, took them aboard and headed for Singapore where they were disembarked.

MSC Commander Rear Adm. Sam H. Moore congratulated Captain Chadbourne, Chief Engineer Peter Lavigne and the crew for their "rapid response and superb handling of the situation . . . The vessel delay was minimized by your conscientious efforts and excellent judgement."

After loading at Bahrain and Kuwait, further up the Persian Gulf, the Arabian Sea rendezvoused with USS Enterprise in the Indian Ocean. The two ships were alongside for eight hours while jet fuel was transferred to the carrier.

After meeting carrier needs, Captain Chadbourne took his ship through the Suez Canal and headed for Thameshaven, England, and Hvalfjordur, Iceland to deliver products picked up in the Persian Gulf.

From Iceland the Arabian Sea was headed back to the United States and on March 30 put in at Port Reading, N.J. to take on stores. The circumnavigation was noted routinely by the crew and the next day Arabian Sea was headed for the Caribbean to take on cargo at St. Croix and Curacao refineries for delivery to Rota, Spain and Thameshaven, near London.

This month the Arabian Sea was back in the Far East and quite possibly will make another circumnavigation of the globe.

But the Arabian Sea only typifies operations of the MSC controlled tanker fleet.

The Sealift Antarctic is due to return to the United States late this month after an around-the-world voyage that also started in the Gulf of Mexico.

The nine Sealift class tankers and their ports of call in mid-June were: Sealift Antarctic, Bahrain; Sealift Arabian Sea, Singapore; Arctic, Mobile for overhaul; Atlantic, sailing from Suez to Newport, R.I.; Sealift Caribbean, Sasebo; China Sea, Estero Bay, Calif.; Sealift Indian Ocean, sailing between St. Croix and Port Reading; Mediterranean, sailing between the Panama Canal Zone and Long Beach, and Sealift Pacific, between San Diego and Balboa, Canal Zone.

Built by Bath Iron Works, Bath, Maine, and Todd Shipyards, San Pedro, Calif., these 25,000 deadweight-ton tankers, newest in the MSC controlled fleet, were launched in 1973 and 1974.

Each has a cargo capacity of 225,000 barrels, is nearly 590 feet long, is fitted with bow thrusters to assist in docking, has an automated engine room and carries a crew of 26 including the master.

Each officer has his own stateroom and two men share a room among the unlicensed crew.

Automated and providing modern accommodations for the crew, these oceangoing nomads are generations removed from the tramps of the Golden Age.

Maritime Industry and Defense—On Improving the Partnership

Sovereign of the Seas

"The clipper ship era of the American Merchant Marine enabled this country to achieve the number one position in worldwide commerce."

Former Assistant Secretary of the Navy for Installations and Logistics Dr. John J. Bennett has called for a new partnership between the U.S. maritime industry and the Defense Department to strengthen national security and the economy of the United States.

Pointing out that the United States is a maritime nation with thousands of miles of coastline, Dr. Bennett said the nation is dependent on international trade and that the "economic vitality of the marine industry is inextricably related to national security and national defense."

Speaking before a military-maritime industry group at a recent meeting of the Washington chapter of the Propeller Club, he noted that Defense Department officials have said the sealift capability available to support defense needs is only marginally adequate.

Following are excerpts from Dr. Bennett's Propeller Club speech.

"Unlike its potential adversaries, the United States is heavily involved in the interdependent world economy. The welfare of U.S. citizens is increasingly more dependent on this international business and this dependence on the sea demands a viable U.S. merchant marine and impacts directly on any national consideration be it economic, political or defense.

"The economy of the United States is highly dependent upon international trade for raw materials to support its industry, and for markets in which to sell its agricultural and manufactured goods. In large measure, it is the effectiveness with which we engage in this trade that determines the standard of living we enjoy.

"Important in this system of free and open trade is the portion of U.S. foreign trade that moves over world oceans. In terms of volume, 99 per cent of U.S. overseas exports and imports are transported by sea. In the next decade, trade predictions indicate that both imports and exports will increase over 200 per cent by volume.

"Additionally, over 50 per cent of the U.S. requirements for 19 to 29 critical raw materials are met by imports, most delivered by sea. The search for additional sources of energy, minerals and food will inevitably

result in international competition over future exploitation of sea-bed resources.

"The geography of the United States makes the oceans an essential strategic consideration. From a national viewpoint, it dictates that the oceans be utilized as barriers for defense of the Continental United States, as avenues for the extension of military and political influence abroad, and for international commerce which is essential to the sustained industrial output of the United States and its allies.

"If we are to go back in history, the clipper ship era of the American Merchant Marine enabled this country to achieve the number one position in worldwide commerce between 1830 and 1860. But, as important as the clipper ships were to our trade, they provided little help to our War Department as a backup fleet during this period.

"The decline of the American Merchant Marine from 1860 became so drastic that during the Spanish-American War, it was necessary for the War Department to charter foreign flag ships at exorbitant prices. Problems also developed with foreign crews refusing to sail the chartered vessels.

"During World War I, a hurried construction program produced the famous Hog Islanders—predecessors of the Liberty and Victory ships of World War II.

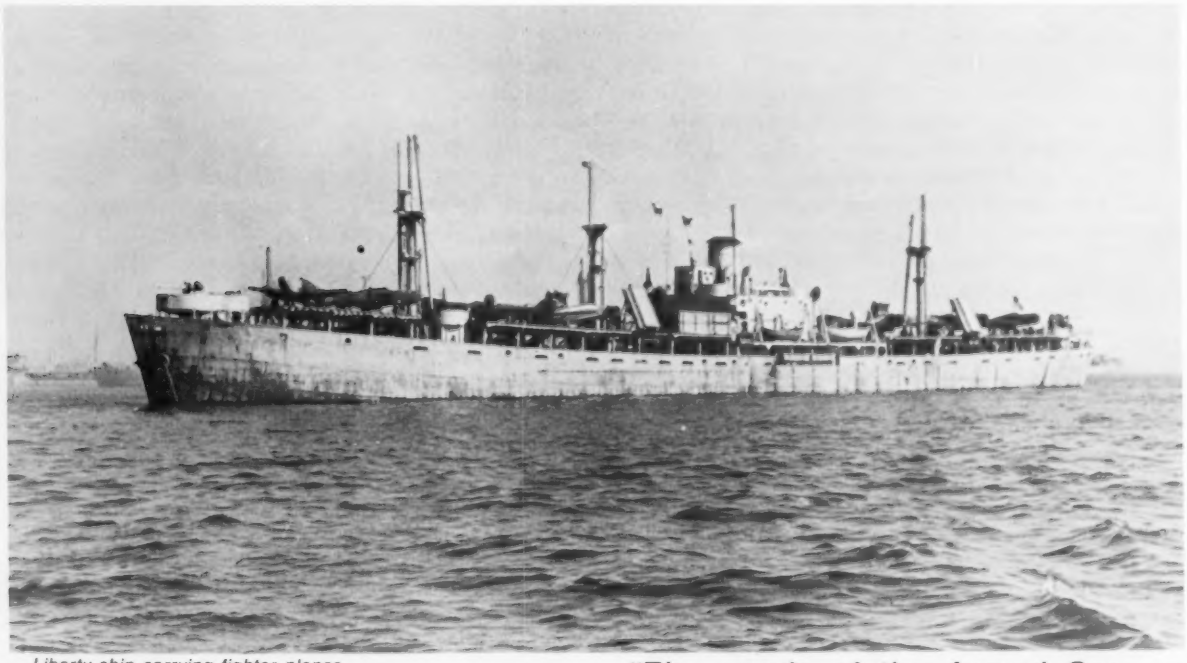
"In 1936, the rebirth of our merchant marine was anticipated with the passage of the Merchant Marine Act of 1936. For the first time, it was recognized that advance planning on new construction of merchant ships should incorporate defense features and a provision was written into this act providing for a review of all merchant ship construction plans by the Navy and the incorporation of defense features to be paid for by the Navy.

"Fortunately, construction of new vessels with greater cargo capabilities and higher speeds was well under way prior to World War II. But, a massive building effort was still required in order to move the millions of tons of war cargo necessary in World War II.

This construction program aided the needs of the Armed Services by the construction of the famous Liberty and Victory vessels which were produced in mass for World War II.

"During the 1960s and 1970s, we generated wholly new merchant ship designs—the container ship, the LASH, Seabee and roll-on, roll-off. And, for a period of time, these ships enabled the United States to once again take the lead in productive ships. However, the foreign competition quickly adopted and exploited these new designs—particularly the containership, a unique American innovation.

"As a result, this lead in ship design did not bring about the necessary increase in the position of the United States in the carriage of cargo in the world



Liberty ship carrying fighter planes

"The needs of the Armed Services were aided by the construction of the famous Liberty and Victory vessels produced in mass for World War II."

"During the 1960s and 1970s, we generated wholly new merchant ship designs such as the container ship, LASH, Seabee and roll-on, roll-off ship".

LASH Turkiye

trades—and this remains a problem still to be solved.

"It has only been within the last 20 years that the Soviets discovered the importance of a strong merchant fleet, but their progress forward has been in leaps and bounds. Not only are their merchant ships showing the Soviet flag in ports all over the world, but their devastating rate cutting tactics have endangered the survival of our merchant marine and others.

"The Department of Defense has testified that the U.S. Merchant Marine is the cornerstone of its sealift capability. At the same time, it said also that the overall shipping capability available to support its defense needs is only marginally adequate. There are a number of shortcomings which has led to this conclusion.

"Some of the reasons given are that the ships in the National Defense Reserve Fleet are aging and nearing the limits of their useful life and that there is a concern about the age and availability of crews. Another reason is the availability of ships under contingency conditions when declaration of an emergency is doubtful raises uncertainties as does our ability to respond quickly during the early days of an emergency.

"There is concern also that we may not be able to count on our allies during an emergency and the so-called Effective U.S. Controlled fleet is considered a dubious asset by many.

"Obviously, most of these limitations would disappear if the U.S. maritime industry was as strong and healthy as it has been at times in the past. It is for this reason that I personally feel that the economic vitality of the maritime industry is inextricably related to national security and national defense.

"Having looked at the various alternatives to overcome our defense sealift shortcomings and limitations, I continually come back to technology as the most feasible answer. But, there appears to be two aspects to this problem. Ship designs have changed, but we have not learned to effectively use these assets for specialized defense needs, and ships designed to optimize defense needs are not always the most economical for commercial purposes.

"The Victory ship was relatively simple. It could discharge within almost any given area of the world with the use of its own cargo gear. But the container ships, 80 per cent of our merchant fleet, are almost wholly non-self-sustaining—relying on sophisticated loading and discharging equipment at the ports of origin and destination.

"Insofar as the Defense Department is concerned, this meant that in order to properly use these ships in an area where there were no sophisticated loading and discharging facilities, planning would have to be instituted at once on methods to discharge the ships over the beaches or in ports destroyed by enemy action.

"During Vietnam, this problem was overcome by building hard stands in Vietnam ports and erecting portable cranes that could handle non-self-sustaining container ships.

"Certainly, the container ship is a commercial improvement over the old breakbulk ships. At the same time, it is less adaptable to unsophisticated or destroyed port facilities.

"We in the military have conducted and are continuing a series of exercises called OSDOCS, LOTS, and Reforgers which enabled us to experiment with the users of the newer merchant ships.

"The roll-on, roll-off, LASH and Seabee ships are more adaptable to unsophisticated port use and in accordance with the 1936 and 1970 Merchant Marine Acts, defense factors were incorporated into these ships. But to a great extent, these features were minor. They include strengthening of decks and increased speeds but no major effort had been made to come up with sophisticated features.

"We must seriously look at this aspect again. The military must learn to make maximum use of what is available commercially. We must be innovators. Perhaps one solution would be to design and build simple, less costly breakbulk ships such as the Merrimac or Pioneer designs which could be built at relatively low costs and placed in the reserve fleet as we gradually scrap the older Victory vessels.

Another avenue may be to examine a modular design

"The Victory ship could discharge within almost any given area of the world with the use of its own cargo gear."

SS United Victory

which would allow us to quickly convert from an economic commercial carrier to a more demanding military contingency capability.

Oftentimes in the past, Defense has been accused of neglecting our merchant fleet needs and of lack of cooperation with our maritime industry. But today, we live in a different era and it is imperative that the relations of the Defense Department and the maritime industry be forged as a single chain toward the goal of a new American Merchant Marine capable of providing that 95 per cent carriage of cargo that may someday spell the difference between victory and defeat.

"In the early 1960s, I believe the Defense Department wrongly took the position that our reserve fleet of 130 Victory vessels plus the few Mariners would be adequate for any anticipated defense needs. This stand was wrong on several premises. It did not take into account the expansion of the Soviet Merchant Marine; it failed to provide eventual replacement for the aging reserve fleet, and finally, it did not take into account this nation's growing need for raw materials or possible oil embargoes.

James River reserve fleet

"Ships in the National Defense Reserve Fleet are aging and nearing the limits of their useful life."

"The devastating rate cutting tactics of the Soviets have endangered the survival of our merchant marine and others."

Soviet merchant ship

"It is in this latter category where major change has occurred which has the greatest potential for seriously impacting our standard of living and our national security.

In 1973 the oil embargo awakened us to a critical energy shortage and our dependence on others for oil and other raw materials. We had to face the fact that it was no longer just a matter of the military defending the country. It also meant, for example, that if we did not have petroleum to get people from home to work we could not sustain our defense effort.

"I have not been oblivious to the state of relationships between the different elements of the maritime industry and the Defense Department. For example, the Navy has agreed with the Maritime Administration on the feasibility of updating 30 reserve fleet Victory ships to provide a standby reserve capability. This represents only a stopgap measure for our reserve merchant ship capability. But we are not unmindful of the concerns for competing with commercial carriers.

"The same is true of the Military Sealift Command. I am very proud of the record MSC has compiled. Today, 97 per cent of the defense cargo booked by MSC moves on commercial U.S. merchant ships. Controversy has existed relative to the size of the MSC peacetime fleet.

"We have made every effort to reduce this fleet to a bare necessary minimum to provide for responsive peacetime service to all areas of the world, and we will continue to review this problem working toward an even lesser fleet as conditions permit. However, we must maintain a contingency response capability through both a minimum size active fleet and a viable reserve fleet.

"There can be little or no doubt that the maritime industry is vital to the U.S. economic health and vitality. I think we can also agree that there is a direct interdependency and interaction between maritime economics, national security and national defense. If this is so, why are we having so much trouble in gaining widespread recognition and understanding of the precarious position we face as a maritime nation?

"The problem may lie with you and me. If we are to take steps to regain the lead and prominence we once enjoyed in maritime activities it is going to take education and understanding on the part of the public.

"We must broaden our horizons and look at the problem as not just a maritime problem but a transportation problem. The ship is only one link in the transportation system—and it must mesh with the capabilities of the inland carriers, the ports and the facilities in the overseas area and it will take education, research and cooperative effort to solve the transportation problem." ⚓

SS Oakland in Vietnam

"The container ship is a commercial improvement over the old breakbulk ships, but it is less adaptable to unsophisticated or destroyed port facilities."

Magic World of Puppets

By Louis Panarale

Baby Bear had just been scolded by Mamma Bear who mistakenly blamed him for leaving their cottage door open to a possible intruder. Sadly, Baby Bear turned to his youthful audience and bemoaned, "it's always worst for the youngest."

A few youngsters in the audience of about 250 children nodded in agreement. Why not? Hadn't they been there themselves? Hadn't they been blamed for something they didn't do? Skates in the stairwell. Soft drinks spilled on the rug. Mud tracked on the kitchen floor.

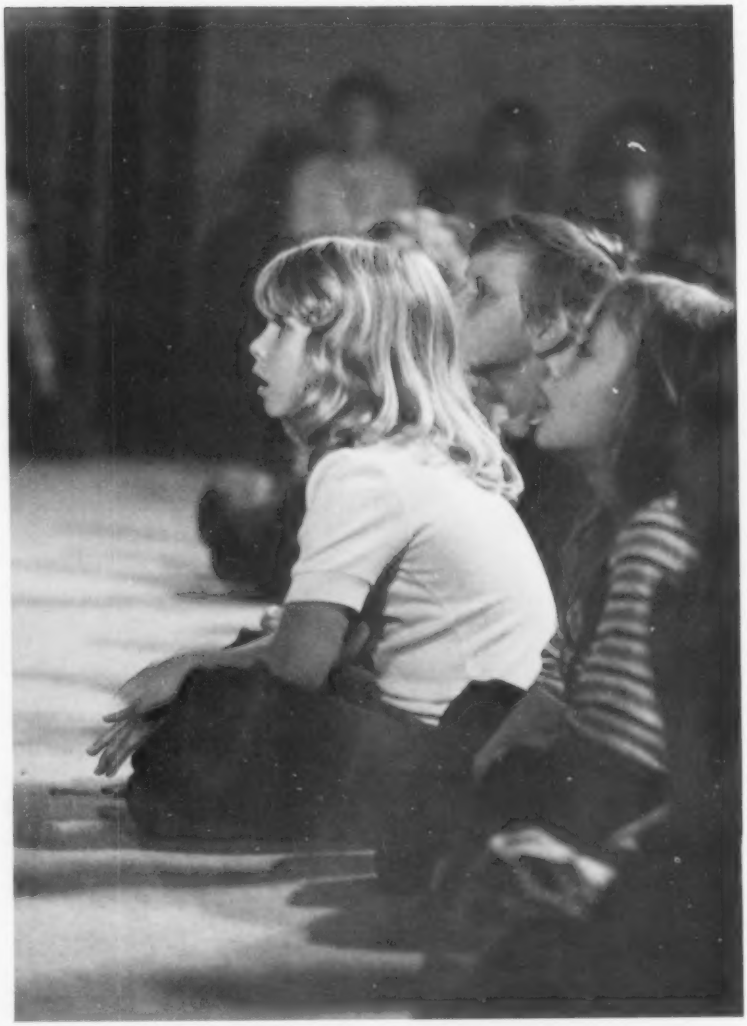
But before things got better for Baby Bear, the youthful audience seemed to sense there was more trouble ahead. There was. There were family disagreements in which the parents didn't always show good judgment.

How about that? A group of adult puppeteers puts on a play that says kids can be right sometimes. The play, based on the classic fairy tale "Goldilocks" was performed by the Chautauquateers, a professional group that has adopted and modernized the ancient Japanese technique of puppet theater known as Bun-raku.

The place was the John F. Kennedy Center for the Performing Arts in Washington, D.C. under a candy-striped tent on the fourth floor.

Each puppet walked on stage from the wings as would an actor in a regular play. A puppeteer walked behind each puppet, hovering above it and manipulating strings for each

Photo by Louis Panarale



Children are often the most critical and analytic viewers of puppet plays staged by the Chautauquateers.

move and gesture. In the tradition of Bun-raku, each puppeteer was dressed in black and was an impersonal motivator of the action who could be observed or ignored at the will of each viewer. The dialogue of the puppets, the songs they sang and the accompanying music came from a sound system near the stage. The words and music had been taped in advance by a separate cast of actors and musicians.

The Chatauquateers are a group of about 25 resident professional artists—technicians, writers, actors, set designers, puppet makers and puppeteers—who work in cooperation with the National Park Service, Glen Echo Park, Md. Their goal is to promote interest in puppetry as a serious performing art. They perform plays in the greater Washington and Baltimore areas.

A statement of the group's artistic goals explains that it seeks to address "not only today's children but also those children of yesterday who, passing into adulthood, have found truth tarnished, dreams destroyed, and the fabric of reality itself, a threadbare remnant of the tapestry promised them."

President and producer of the Chautauquateers is Jo Ann Cradick who also builds the puppets. She has strong feelings on the way puppet theater in America could influence children.

"Children are the theater goers of the future," she said. "The sooner they learn the magic of the theater, the more they will develop true appreciation of the theater as they grow older."

Mrs. Cradick came to Washington in 1965 when her husband accepted a job with Military Sealift Command. Howard Cradick had been a chief mate on commercial tankers and sailed with Texaco for 12 years before coming to MSC. He began in the MSC chartering division and later was named deputy director of the cargo division. In June he was promoted to deputy operations officer.

Mrs. Cradick had been an artist and theater set designer before she joined the Chautauquateers about five years ago when the group was in its infancy.

"It's been terribly exciting to work in the midst of such talented people," she said. "It really takes a concerted effort to put on a puppet show." she said, explaining that the group spends about two months in the physical preparations of a play and another four months in rehearsals.

The puppet plays are family fare but the children are often the most critical and analytic viewers. "My biggest joy in this whole thing is watching the audience, especially the children. When we communicate with them I know that all the months of work were worth it," Mrs. Cradick said.

Mrs. Cradick displays the puppets Baby Bear and the mother of Goldilocks on the roof-top promenade of the Kennedy Center.

Photo by Louis Panarale

The Cradicks have two sons and two daughters. Their two youngest, Kathy, 18 and Brian, 14, are active with the Chautauquateers. Kathy is a puppeteer, and this summer was hired by the Montgomery County Department of Recreation to teach puppetry in the Washington area. Brian handles sounds and lights and sometimes fills in as a puppeteer.

Mrs. Cradick not only builds the puppets from scratch but is also the set and costume designer and all-round trouble shooter. She stands ready at each performance to make emergency repairs on any puppet.

The puppets are about one-third life size, which make them about the size of many of the children who view them. "The size of the puppets is important. Children are constantly exposed to TV and movie fare. In movies and TV, the images they see are flat," she said.

"We try to make our puppet plays something more than three-dimensional versions of animated cartoons. We try to give our plays some depth of meaning, something that will touch the hearts and minds of adults as well as children. In Goldilocks we present the idea that family members can learn to live together despite the many difficulties of family life."

She said the audience often gets totally immersed in the action, especially the children. "I remember one youngster who was less than three years old. There was a point in the Goldilocks play where Baby Bear discovered his chair was broken. The child crawled onto the stage to help Baby Bear fix his chair."

Mrs. Cradick said the other children in the audience accepted the child's presence as though it were part of the play. So did the puppeteers who have learned to deal with situations. The play continued with the youngster as part of the cast. "But the boy's mother was upset. She thought he was ruining the play. She was terribly embarrassed and wanted to snatch the boy off the stage. But I held her back," Mrs. Cradick said. Eventually the boy wandered off the stage after he felt he had completed his good deed.

Not everyone views puppets with the same emotions. Mrs. Cradick believes there is wisdom in the adage

The puppeteers make no attempts to conceal themselves, yet they never seem to prevent the audience from enjoying the action.

that beauty is in the eye of the beholder.

"The majority of parents and children see puppets as charming and beautiful. They often remark how beautiful Goldilocks is, like a real little girl." But Mrs. Cradick remembers one woman who seemed confused after one of the Goldilocks performances.

"I just want to ask," the woman said, "why did you make Goldilocks so ugly? She is the ugliest doll I ever saw."

Mrs. Cradick explained to the woman that Goldilocks is supposed to be an ordinary girl, not a fairy princess but someone the children could relate to.

But the woman was persistent. "Why isn't she smiling and why doesn't her mouth move when she speaks."

"Because," said Mrs. Cradick, "if the expression is left plain and vague, one can read all varieties of expressions in the puppet—fear, excitement, anger, happiness, hunger and so on."

She told the woman it is possible to construct a puppet with moving jaws but the effect would be unreal, mechanical and distracting. "That kind of puppet would be more at home in a variety show or slapstick comedy," Mrs. Cradick said.

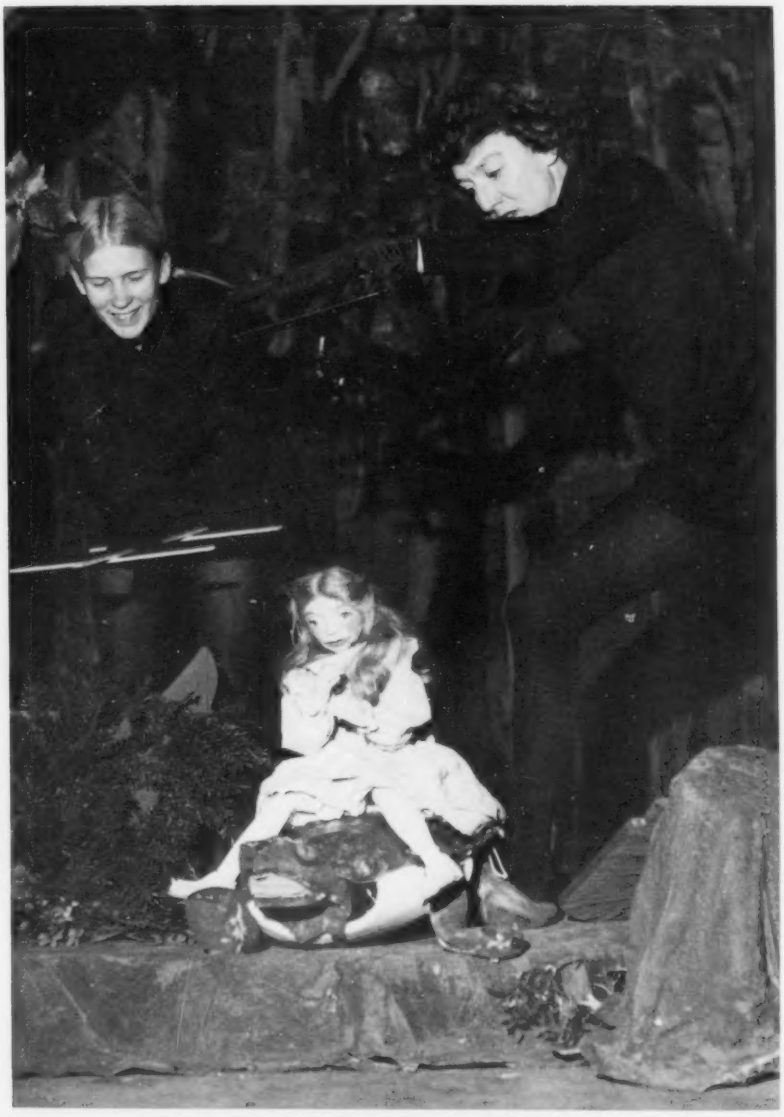
Most of the children and adults welcome the chance to get close to the puppets after the show. "Goldilocks gets hugged and kissed within an inch of her life, but when I am showing a puppet I am always careful not to approach a child who is standing off from the crowd. That goes for adults too."

Mrs. Cradick recalled when the Chautauquateers were in vocal rehearsals for Goldilocks. She brought the puppet of Goldilocks' mother to a teen-ager who was doing the voice of Goldilocks.

"I touched the girl with the puppet's hand. She recoiled and screamed, 'take it away. I can't stand puppets. They do something to me.' "

Mrs. Cradick said the girl later came to a performance and enjoyed it. "But she never wanted to get within arm's reach of any of the puppets."

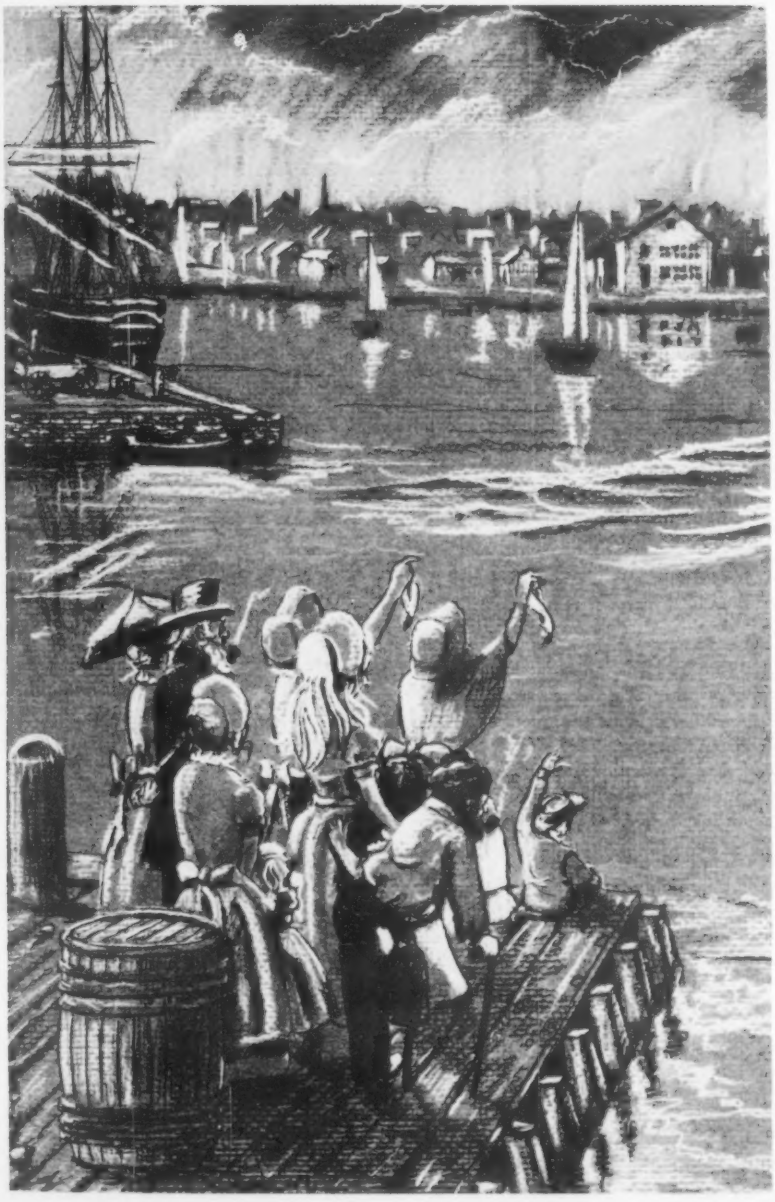
Fear of puppets, however, is unusual though perhaps understandable in view of the fact that dolls or similar people images are sometimes used as mediums by those who have some belief in witchcraft. But for most people, especially the young at heart, puppets are accepted as fellow actors upon the stage of life. The emotions they express are reflections of reality even though they take place in a make-believe arena. ⚓



Mrs. Cradick's daughter Kathy (left) and Susan Hinkel make sure that Goldilocks has a safe ride on the back of a friendly turtle.

Around the World In 1,042 Days

Illustrations by YNCS EARL PAYNE



By Edwin L. Johnson

The fabled gold and riches of the Pacific Northwest whetted many a businessman's appetite but when trade with the region began it was furs which were loaded onto ships and sold or bartered in ready markets.

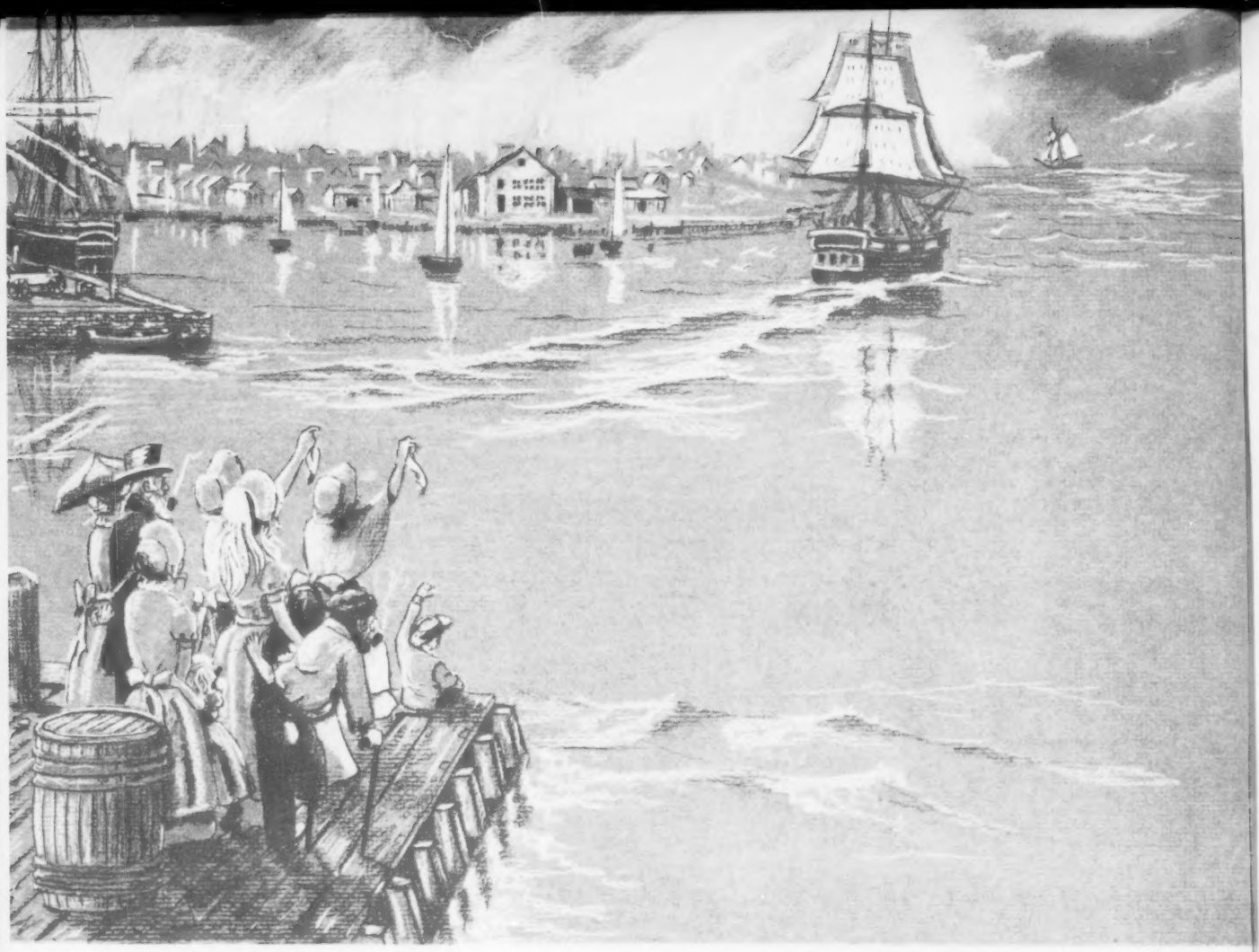
The British explorer, navigator and naval captain James Cook was enthusiastic about the possibilities of a flourishing fur trade with the American Indians of the Pacific Northwest. His journals in the spring of 1778 reflect his excitement.

In one of his first transactions with the Indians, Cook exchanged knives, chisels, iron, tin, buttons, nails and looking glasses for skins of foxes, deer, raccoons, skunk, martens and sea otters.

"The fur of these animals is certainly softer and finer than that of any others we know of, and therefore the discovery of this part of the continent of North America, where so valuable an article may be met with, can not be a matter of indifference," Cook wrote.

About nine years later, Joseph Barrell read Cook's journal as he enjoyed some spirits and companionship at one of his favorite Boston taverns, the Bunch of Grapes. If Cook had accomplished this with two ships, the Resolution and Discovery, Barrell thought, why couldn't he outfit two ships, send them to the Pacific Northwest coast, then to China, and finally back to Boston?

They would be the first American merchant ships to carry the Stars



and Stripes around the world. His ships would show the way for others to follow.

Barrell talked with his friends and on a wintry evening in 1787 a group of five joined Dr. Thomas Bulfinch and his son Charles, an architect, in Dr. Bulfinch's library at his residence on Bowdoin Square: Crowell Hatch, a sea captain of Cambridge, Mass.; John Derby, a shipowner of Salem, Mass.; Samuel Brown, a Boston merchant; John Pintard, a financier from New York, and Barrell.

A partnership was formed. Dr. Bulfinch chose not to join. However, the other six decided to invest $50,000 in the new business venture. Two vessels were purchased and outfitted for the voyage around the world, the Columbia Rediviva and the Lady Washington. The Columbia Rediviva, or Columbia as it is commonly called, was a full-rigged two-deck ship of more than 212 tons. She was 83 feet in length, 24 feet on the beam and had been built in 1787 at Plymouth. The Lady Washington, usually referred to as the Washington, was a sloop of 90 tons.

During the spring and summer of 1787, while the ships were being readied, captains and crews were selected. John Kendrick, a native of Massachusetts, was picked to command the expedition. He would also be the captain of the Columbia. He was selected by the partners because they judged him to be an experienced and knowledgeable mariner, having sailed for more than 20 of his 47 years. However, unknown to Barrell and his associates, Kendrick was extremely hesitant and overly cautious, almost to the point of being unable to make a decision.

If Barrell and his colleagues made a mistake in judgment when they selected Kendrick, they more than compensated for their error when they asked Captain Robert Gray of Rhode Island to take command of the Washington. Gray was the opposite of Kendrick. He was practical, determined and self-confident and always defined his objectives and then pressed forward to reach his goals. Gray was a superb seaman, a man who knew how to handle a ship and direct a crew. He had been the captain of one of Samuel Brown's merchant ships.

By the end of September 1787 the two ships were ready to go to sea. Their holds were filled with every type of trinket that could be

purchased: beads, earrings, calico, tin mirrors, copper kettles, blankets, pieces of tin and iron, brass buttons, hunting knives, chisels, axes, hatchets, snuff and tobacco.

To commemorate the historic voyage, silver and bronze medals were designed and made by Barrell. To guarantee that the ships would be well received during their cruise, wherever they should happen to stop, letters of introduction were obtained from influential people in Massachusetts and Congress and the Ministers of Spain, France and Holland.

On Sunday, September 30, 1787, the Columbia and Washington were one day away from departing Boston. Mr. Robert Haswell, Columbia's third officer, recorded the day's events:

"The evening was spent in murth and glee the highest flow of spirits animating the whole company. Jovial songs and animating sentiments passed the last evening we spent on that side of the continent."

Before daybreak on the first of October, the Columbia and Washington sailed toward their first stop on their around-the-world voyage, the Cape Verde Islands. Unknown to anyone on that crisp, cold October morning, it would be almost three years before the Columbia, under the command of Captain Gray was to sail into Boston. The Washington was never to return.

The two ships had good weather and favorable winds and by the middle of November were taking on fresh provisions at the Cape Verde Islands off the northwest coast of Africa. In a letter to Barrell, Kendrick reported that "our Ship sails well, is a good Sea Boat, and very tight." The voyage was proceeding according to schedule. But, shortly after Kendrick's letter to Barrell, problems began to occur. Kendrick's reluctance to make a decision became apparent and a one-week replenishment pause stretched into seven weeks.

Early in 1788, the two ships were sailing toward the Falkland Islands off the southeastern coast of Argentina. The islands were sighted on February 16 and preparations were made for the difficult journey around Cape Horn. It was during this stopover that Kendrick's hesitancy and caution turned to fear. He did not want to attempt to round the treacherous Horn in winter. Any excuse was used to delay the sailing.

Two weeks were spent in port before the Columbia and Washington sailed toward Cape Horn. Gray reported to Barrell that Kendrick's inability to make a decision had forced them to "round Capt Horn in the months of March and April, in the worst season to attempt it."

For one month, despite high seas and strong winds, the Columbia and Washington sailed within sight of each other. Then on April 1, 1788 the ships separated. This did not bother Gray. He could not conceal his pleasure with the turn of events. He was now on his own. Fifteen months later, when writing to Barrell, Gray was still enthusiastic.

"I had good luck to part Company the first day of April in a severe gale and thick snow storm to the Southward and Westward of Capt Horn, which enabled me to make the best of my way along, and I made the Coast six weeks sooner by being alone."

After the two ships parted company, the Washington sailed northward for four months. The weather became warmer. Gales and snows were left behind. The 12-man crew repaired the rigging and stretched on more sail.

Fortunes were to be made along the Pacific coast of North America, and Captain Gray was anxious to begin trading with the Indians. Too much valuable time had been lost. Because of Kendrick's delays, the Washington would arrive later than expected for the fur-gathering season. Gray, therefore, decided not to make any stops for fresh provisions. Instead, he directed his ship toward the Pacific Coast.

On August 2, 1788, the coast of New Albion was sighted, approximately 60 miles north of Cape Mendocino, Calif. The sea was too rough for the Washington to anchor, and

the ship sailed a course parallel to the coast. Gray started to explore and make charts of this new land.

Occasionally, Indians were seen. Sometimes the sloop paused long enough to permit one or two to come aboard. On the 14th of August the sloop dropped anchor in Tillamook Bay, Oregon. Trade began with the Indians who seemed to be friendly and anxious to acquire the Yankees' trinkets. Two days later, however, the mood of the Indians changed, and according to one man, they began "a war dance (that) was long and hedious, accompaneyed with frightfull howlings . . . it chilled ye blud in my vains." Within minutes the Indians killed one of the men. Gray named the place Murderers' Harbor.

After leaving Tillamook, Gray continued to proceed north. He explored the coast of what is now the state of Washington, including the Straits of Juan de Fuca, and traded with the Indians. By September 16 the Washington was off the fur-trading center of the Pacific Northwest, Nootka Sound, Vancouver Island, Canada. Captain Cook had stopped there on his third voyage.

When Gray entered the harbor, he saw what he first thought was the Columbia anchored close to shore. Upon closer inspection he knew that he had been mistaken. The Columbia had not arrived. The English, though, under the leadership of Capt. John Meares, had spent the season at Nootka and had engaged in the fur trade. Their two ships, the Iphigenia and Felice, were loaded and ready to depart.

The English had built a vessel, the North West America, the first ship constructed by Europeans on the Pacific Northwest coast. When she was launched, on September 19, Meares wrote that "she went off with so much velocity, that she had nearly made her way out of the harbor . . . for we had fogotten to place an anchor and cable on board, to bring her up."

Within one week of Gray's arrival Meares departed for Canton, China in the Felice, and the Columbia entered Nootka Sound. All of Kendrick's crew were ill and two had died of scurvy. After rounding Cape Horn, the Columbia had stopped at the Juan Fernandez Islands and then sailed northward to the Pacific coast.

The Americans began to prepare for the winter. Toward the end of October the Iphigenia and North West America sailed for the Hawaiian Islands. The Americans would be the only traders to spend the winter of 1788-89 at Nootka and would be in the best possible location during the new fur-gathering season.

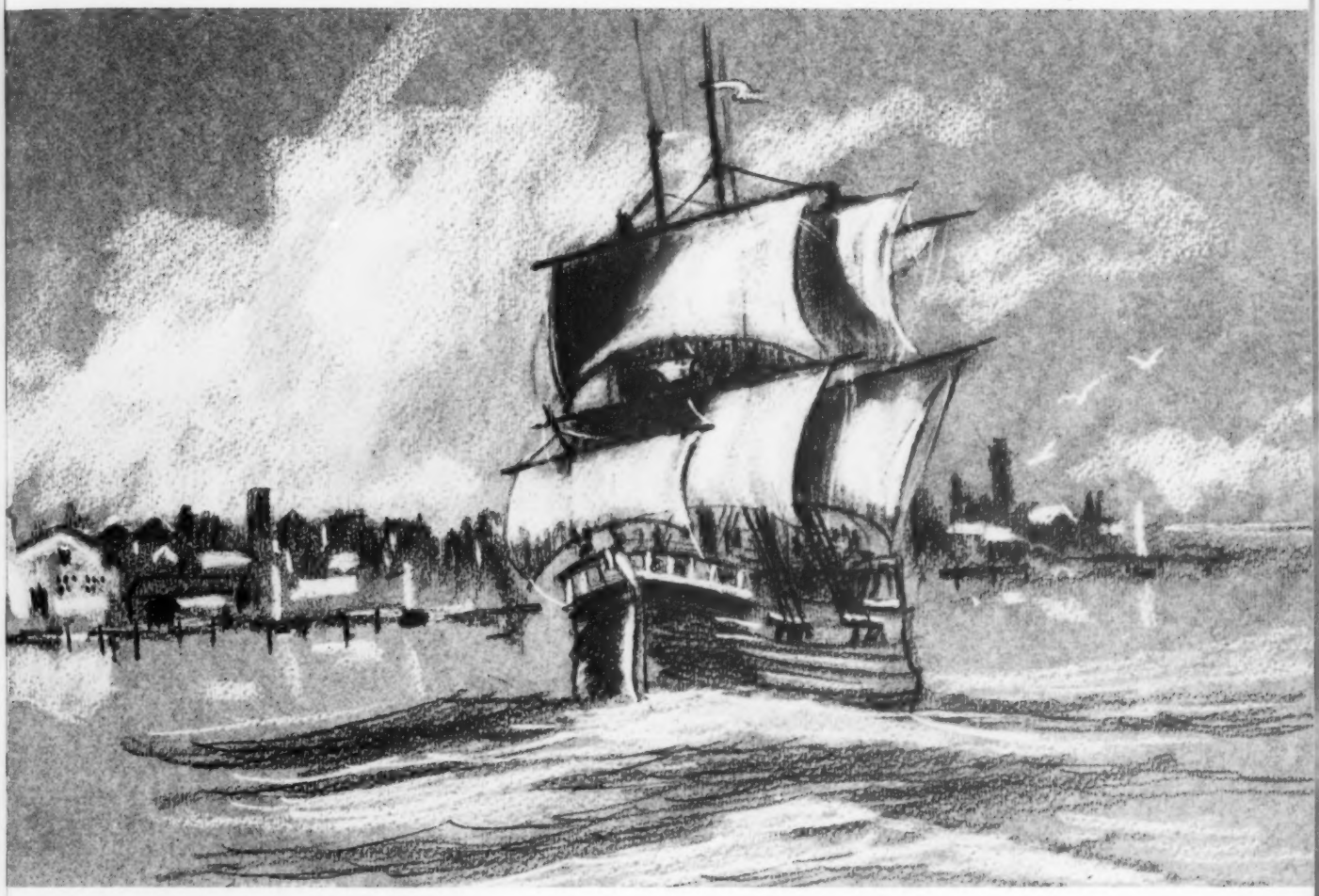
The trading season began the following March. Because of Kendrick's hesitancy, the Columbia remained at Nootka. Gray, however, made two trips in the Washington, one to the south and the other north. The Washington's first southward stop was at Clayoquot, Vancouver Island. Furs were plentiful, and the Indians were eager to trade for the trinkets. Captain Cook had not exaggerated in his journals. Joseph Barrell and his associates would be pleased. During the month of April, the Washington headed farther south into the Straits of Juan de Fuca.

Captain Gray returned to Nootka in May 1789. The Columbia had not moved. Gray re-stocked the Washington with trinkets and sailed northward, stopping and trading whenever Indians were sighted. It was on this trip that Gray proved that Vancouver was an island, not part of the continent. Near Cloak Bay, Queen Charlotte Islands, two hundred sea otter skins were obtained "in a very fue moments for one chizle each."

With the trading and exploring completed, the Washington turned southward in June, sailed to Nootka and joined the Columbia. The two ships departed for Clayoquot after all of the furs had been transferred to the Columbia. For reasons which are not clear, Kendrick and Gray exchanged ships. Gray would take the Columbia to Canton, and the Washington would remain on the coast to continue trading with the Indians. Gray later wrote that the two ships separated because "our provision on the Coast were not sufficient for both Vessells to Cruize the Season out."

On July 30, 1789 the Columbia departed the Pacific Northwest coast. Four weeks later she stopped at the Hawaiian Islands for provisions. Gray salted five casks of pork and took on deck 150 live hogs. With fair winds and favorable seas, the ship reached Canton by mid-November 1789.

Gray sold the Columbia's cargo of 700 furs for a price considerably lower than he expected, "21,400 hard dollars." Expenses and disbursements totaled 10,163 hard dol-



lars. Gray followed Barrell's instructions and invested the profits in a cargo of tea for delivery to Boston.

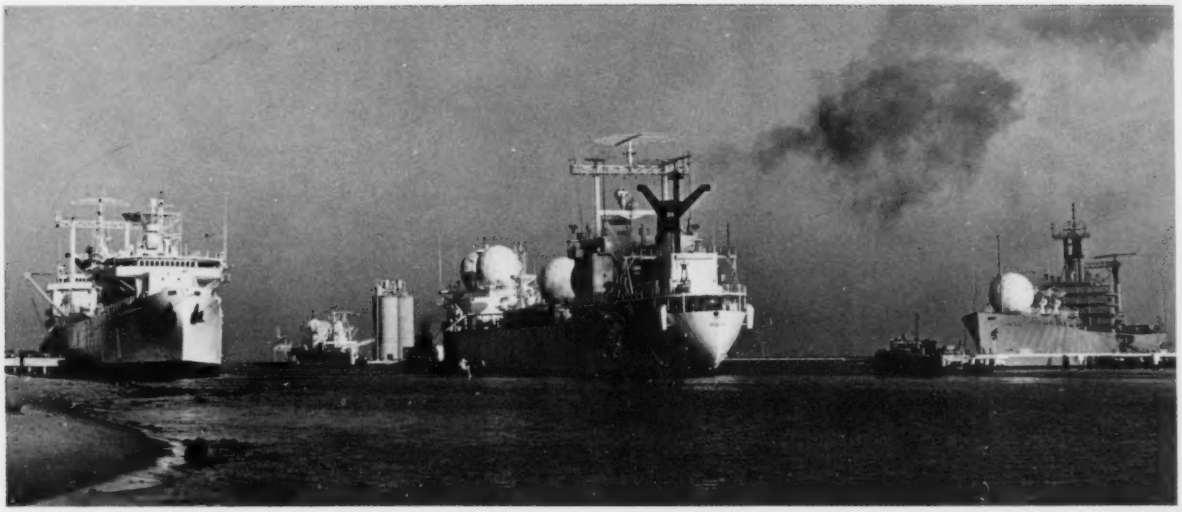
The Columbia departed Canton in February 1790. Gray was anxious to return to Boston, sell his new cargo, and learn if the venture had been successful. Without making port, the ship rounded the Cape of Good Hope and entered the Atlantic. One brief stop was made at the island of Saint Helena in June, 11,625 miles from Canton.

On August 9, 1790 the Columbia entered the port of Boston, completing a voyage around the world during which she sailed almost 50,000 miles. Many Boston citizens, some of whom saw her sail, turned out to watch her return. A newspaper, the Columbian Centinel, reported that the Columbia "on coming to her moorings in the harbour fired a federal salute which a great concourse of citizens assembled on the several wharfs returned with three huzzas and a hearty welcome."

The cargo of tea was quickly sold. When all expenses were paid, it was apparent that the trading venture was not a financial success. Barrell and his associates lost money. The Washington, whose end is not known, never returned to Boston and represented a large part of the loss. Barrell was still confident, however, that profits could be made. He decided to outfit the Columbia for another fur-gathering trip.

Six weeks after arriving, the Columbia, still under the command of Robert Gray, began another cruise. During the second voyage, Gray discovered the "Great River of the West," which he named the Columbia in honor of his ship. He established America's first serious claim to the Oregon territory.

After the Columbia completed her second trip around the world in June 1793, her movements are difficult to trace. Only her final fate is known. The Columbia was demolished in 1801. The cancellation date on her register is October 15, 1801. The entry is accompanied by the statement, "ript to pieces." But, the first American merchant ship to circumnavigate the globe—Boston to Boston—had indeed showed the way for the many who were to follow. ⚓



All four Military Sealift Command tracking ships were in Port Canaveral early last month. From left are: USNS Vanguard, Vandenberg, Redstone (heading into port), and USNS Range Sentinel. The Vanguard, operated by MSC for the National Aeronautics and Space Administration, will take part later this year in the Voyager spacecraft exploration of outer planets including Jupiter, Saturn and several moons of those planets. Vandenberg and Redstone are operated for the U.S. Air Force, and the Range Sentinel supports U.S. Navy operations. — Photo by Cmdr. Charles M. Rowland, MSC office, Port Canaveral.

DEPARTMENT OF THE NAVY
MILITARY SEALIFT COMMAND
WASHINGTON, D. C. 20390

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
DEPARTMENT OF THE NAVY
DOD-316
THIRD CLASS

U.S. MAIL

U.S. GOVERNMENT PRINTING OFFICE 1977-240-822/7